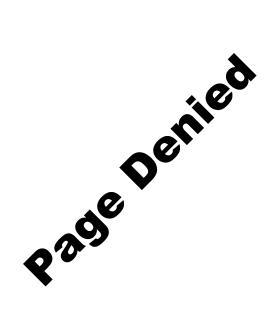
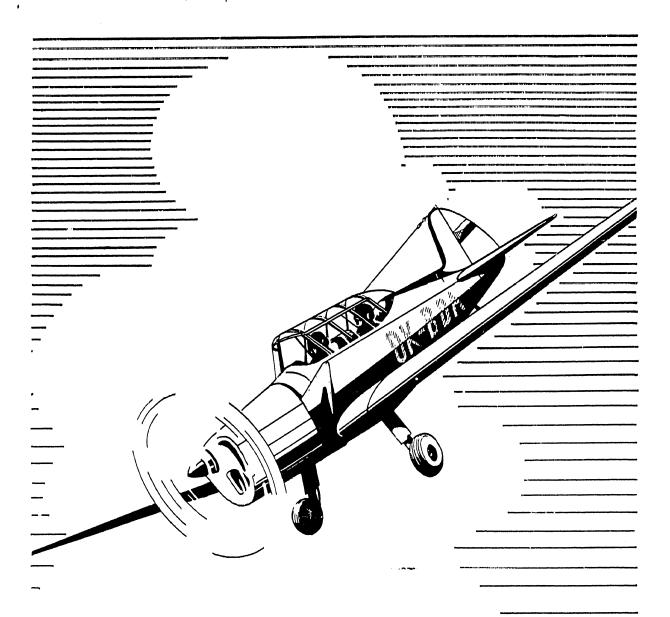
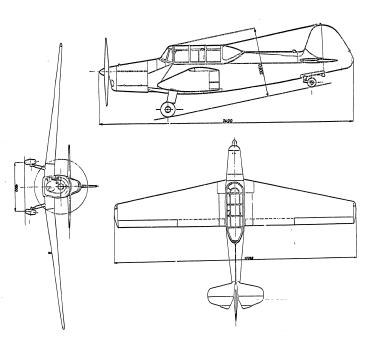
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## Z 126 TRENER

DIMENSION
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SIONS
Spanto,282 metres
Length
Height 2,060 metres
Main wheel track
Tyre size, undercarriage 420 by 150
tail wheel 260 by 85
Fuel tank capacity 80,5 litres
Oil reservoir capacity 8 litres
Wing area14,62 sq. metres
Aileron area 1,332 sq. metres
Flap area 1,33 sq. metres
Safety factor

## WEIGHTS

Weight	empty		 ,		 					505	kg
Disposa	ble loa	d			 					245	kg
All-up	waight.									.750	kst

# AIRSCREW direct-drive, fixed-pitch type

PERF

cs2,0 mettes
GURES
to 1000 metres 5,40 minutes modern metres12,50 minutes to 3000 metres23,00 minutes to 4000 metres38,00 minutes

Duration 600 kilometres
Fuel consumption rate 13,1itr.per 100 km
17,5 kg per hour

The Z 126 TRENER is a two-seater cantilever low-wing monoplane of composite construction, with fixed type undercarriage. The fixed-pitch wooden airscrew is driven by a Walter Minor 4-III engine of 105 H.P. rated power.

The Z 126 TRENER has all the built-in qualities required for student training, touring and aero-batics respectively, being equally suitable for aero-towing and elementary training.

# FLYING PROPERTIES AND RUNNING COSTS

The ship has an excellent flying stability and can be flown at low flight speeds with every confidence. The stalling properties of the wing are such that the ship can drop, following airflow breakaway, several hundred metres in complete safety with full elevator movement. Short take-off at 4 landing runs enable the ship to be used also in small landing fields. Towing of sailplanes of up to 500 kg A.U.W. in or restricted areas is quite practicable.

Due to the Walter Minor 4-III engine fuel consumption rate being only 17,5 kg per hour at a cruising speed of 180 kilometres per hour, the resulting running costs are very low.

# PILOT CONTROL AND HANDLING PROPERTIES

Standa.d flight controls including stick and pedals are provided for the two tandem scats. Each pilot seat is equipped with all navigational and engine panel instruments and facilities required for normal and blind flying.

An important contribution to the already great flying safety when under instruction is the short-wave radio set enabling aircraft communication with the ground station as well as conversation between the student and instructor. The radio set is combined with a telephone to form a single unit.

Responsive handling characteristics during all the positions of the aircraft are excellent, always giving the pilot the correct "feel" af all the controls. The ship is capable of performing aerobatics at its A.U.W. The electrically actuated landing flaps permit a considerable reduction in landing speed thereby enabling shorter (only 150 metres) landing runs. Such short runs are maintained with ease by applying the mechanical brakes. Landing shocks are "keen up by oleopneumatic shock-absorber legs. The provision of a tail wheel actuated by directional controls facilitates ground handling and taxiing of the aircraft to a considerable extent.

# DESCRIPTION OF DESIGN

The fuselage is of welded tubular steel structure with fabric covering. To facilitate inspection, the nose cowling is removable thus giving complete access. Each of the two pilot seats is adjustable by means of a lever. The steel spar centre-piece, which carries the two undercarriage legs, is welded to the fuselage tubular frame, a fact which greatly assists ground handling and transportation of the ship while the wings are removed.

The mainplane - likewise the ailerons - is of semimonocoque construction having stressed skin with clad duralumin sheets. The mainplane is a two-spar structure and is attached to the fuselage by three bolts.

The fin and tail plane is of wooden structure and has plywood covering, with fabric covering on the rudders. In the next series the fin and tail plane will also be of all-metal construction.

Flight controls: the elevator and ailerons are operated by control rods, whilst the rudders are controlled by means of cables. The foot-operated controls are easily adjustable.

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The Walter Minor 4-III engine engine with 105 H.P. rated power is mounted on bearers by means of four bolts. The fuel and lubricacion systems enable 3-minute periods of upside-down flying.

The engine panel instruments include an electrical oil pressure gauge, fuel pressure and temperature gauges and a revolution counter.

The equipment comprises complete navigational instruments: an air speed indicator, rate of climb (descent meter, compass, sensitive altimeter, turn and bank indicator and flap position indicator. Current intensity and voltage in the whole airborne electrical installation is controlled by means of an ammeter and voltmeter respectively. On each instrument panel there are panel lamps with adjustable light intensity.

The airborne electrical installation is fed by means of a 24 volt 300 watt generator and one 10 amp. hrs. battery. Automatic switches are provided to protect the airborne electrical system against everloads and shorting. The canopy has moulded Plexi panels and can be jettisoned.

MOTOKOV

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